DO NOT SCALE FROM THIS DRAWING

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. ALL LEVELS ARE IN METRES AOD UNLESS NOTED OTHERWISE.
3. TO BE READ IN CONJUNCTION WITH SPECIFICATION REF BRT-TG-XX-ZZ-SP-HI-1200 AND PLAN LAYOUT DRAWING REF BRT-TG-XX-ZZ-DR-1202.
4. FOR TRAFFIC SIGN DETAILS REFER TO DRAWING REF BRT-TG-XX-ZZ-DR-1211.
5. THE FOLLOWING DOCUMENTS HAVE BEEN REFERENCED IN THIS DESIGN:
   - TRAFFIC SIGNS MANUAL CHAPTER 3 (2019)
   - TRAFFIC SIGNS MANUAL CHAPTER 4 (2018)
   - TRAFFIC SIGNS MANUAL CHAPTER 5 (2019)
   - TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016.
6. FOR TRAFFIC SIGNALS REFER TO DRAWINGS REF: BRT-TG-XX-ZZ-DR-1221 AND 1222.

LEGEND

- SITE BOUNDARY
- PROPOSED TRAFFIC SIGN
- PROPOSED EXTERNALLY-POWERED SELF-RIGHTING ILLUMINATED BOLLARD
- EXISTING TRAFFIC SIGN TO BE RELOCATED
- NEW LOCATION OF RELOCATED SIGNS
- PROPOSED TRAFFIC SIGNALS

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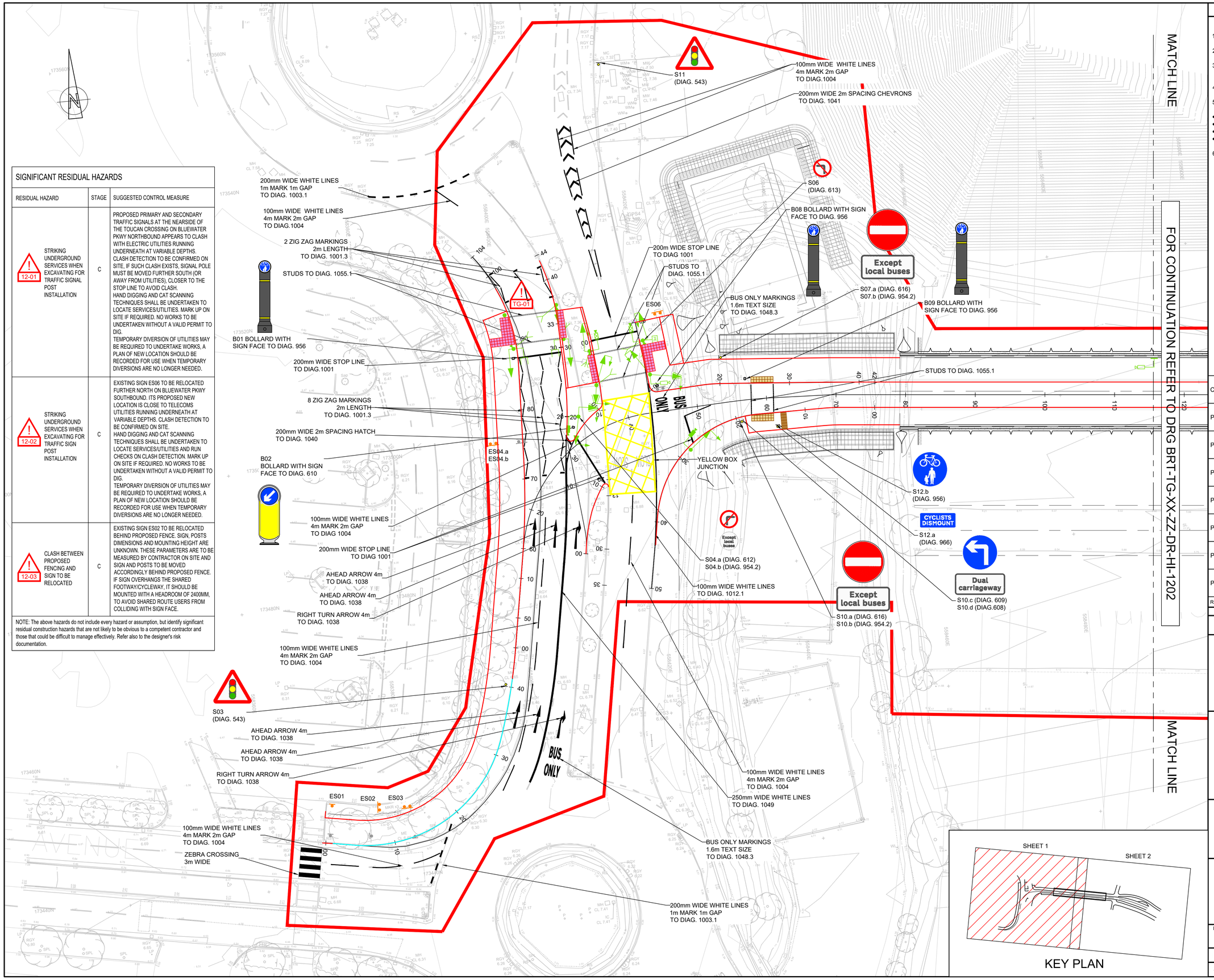
Planning Applications Group

SIGNIFICANT RESIDUAL HAZARDS

RESIDUAL HAZARD	STAGE	SUGGESTED CONTROL MEASURE
12-01 STRIKING UNDERGROUND SERVICES WHEN EXCAVATING FOR TRAFFIC SIGNAL POST INSTALLATION	C	PROPOSED PRIMARY AND SECONDARY TRAFFIC SIGNALS AT THE NEARSIDE OF THE TOUCAN CROSSING ON BLUEWATER PKWY NORTHBOUND APPEARS TO CLASH WITH ELECTRIC UTILITIES RUNNING UNDERNEATH AT VARIABLE DEPTHS. CLASH DETECTION TO BE CONFIRMED ON SITE, IF SUCH CLASH EXISTS, SIGNAL POLE MUST BE MOVED FURTHER SOUTH (OR AWAY FROM UTILITIES), CLOSER TO THE STOP LINE TO AVOID CLASH. HAND DIGGING AND CAT SCANNING TECHNIQUES SHALL BE UNDERTAKEN TO LOCATE SERVICES/UTILITIES. MARK UP ON SITE IF REQUIRED. NO WORKS TO BE UNDERTAKEN WITHOUT A VALID PERMIT TO DIG. TEMPORARY DIVERSION OF UTILITIES MAY BE REQUIRED TO UNDERTAKE WORKS, A PLAN OF NEW LOCATION SHOULD BE RECORDED FOR USE WHEN TEMPORARY DIVERSIONS ARE NO LONGER NEEDED.
12-02 STRIKING UNDERGROUND SERVICES WHEN EXCAVATING FOR TRAFFIC SIGN POST INSTALLATION	C	EXISTING SIGN ES06 TO BE RELOCATED FURTHER NORTH ON BLUEWATER PKWY SOUTHBOUND. ITS PROPOSED NEW LOCATION IS CLOSE TO TELECOMS UTILITIES RUNNING UNDERNEATH AT VARIABLE DEPTHS. CLASH DETECTION TO BE CONFIRMED ON SITE. HAND DIGGING AND CAT SCANNING TECHNIQUES SHALL BE UNDERTAKEN TO LOCATE SERVICES/UTILITIES AND RUN CHECKS ON CLASH DETECTION. MARK UP ON SITE IF REQUIRED. NO WORKS TO BE UNDERTAKEN WITHOUT A VALID PERMIT TO DIG. TEMPORARY DIVERSION OF UTILITIES MAY BE REQUIRED TO UNDERTAKE WORKS, A PLAN OF NEW LOCATION SHOULD BE RECORDED FOR USE WHEN TEMPORARY DIVERSIONS ARE NO LONGER NEEDED.
12-03 CLASH BETWEEN PROPOSED FENCING AND SIGN TO BE RELOCATED	C	EXISTING SIGN ES02 TO BE RELOCATED BEHIND PROPOSED FENCE. SIGN, POSTS DIMENSIONS AND MOUNTING HEIGHT ARE UNKNOWN. THESE PARAMETERS ARE TO BE MEASURED BY CONTRACTOR ON SITE AND SIGN AND POSTS TO BE MOVED ACCORDINGLY BEHIND PROPOSED FENCE. IF SIGN OVERHANGS THE SHARED FOOTWAY/CYCLEWAY, IT SHOULD BE MOUNTED WITH A HEADROOM OF 2400MM, TO AVOID SHARED ROUTE USERS FROM COLLIDING WITH SIGN FACE.

NOTE: The above hazards do not include every hazard or assumption, but identify significant residual construction hazards that are not likely to be obvious to a competent contractor and those that could be difficult to manage effectively. Refer also to the designer's risk documentation.


MATCH LINE
FOR CONTINUATION REFER TO DRG BRT-TG-XX-ZZ-DR-HI-1202
S11 (DIAG. 543)
100mm WIDE WHITE LINES 4m MARK 2m GAP TO DIAG.1004
200mm WIDE 2m SPACING CHEVRONS TO DIAG. 1041
S06 (DIAG. 613)
B08 BOLLARD WITH SIGN FACE TO DIAG. 956
Except local buses
200mm WIDE WHITE LINES 1m MARK 1m GAP TO DIAG. 1003.1
100mm WIDE WHITE LINES 4m MARK 2m GAP TO DIAG.1004
2 ZIG ZAG MARKINGS 2m LENGTH TO DIAG. 1001.3
STUDS TO DIAG. 1055.1
200m WIDE STOP LINE TO DIAG 1001
STUDS TO DIAG. 1055.1
TG-01
ES06
BUS ONLY MARKINGS 1.6m TEXT SIZE TO DIAG. 1048.3
S07.a (DIAG. 616)
S07.b (DIAG. 954.2)
B09 BOLLARD WITH SIGN FACE TO DIAG. 956
B01 BOLLARD WITH SIGN FACE TO DIAG. 956
200mm WIDE STOP LINE TO DIAG.1001
STUDS TO DIAG. 1055.1
8 ZIG ZAG MARKINGS 2m LENGTH TO DIAG. 1001.3
200mm WIDE 2m SPACING HATCH TO DIAG. 1040
ES04.a
ES04.b
BUS ONLY
YELLOW BOX JUNCTION
B02 BOLLARD WITH SIGN FACE TO DIAG. 610
S12.b (DIAG. 956)
CYCLISTS DISMOUNT
S12.a (DIAG. 966)
Dual carriageway
S10.c (DIAG. 609)
S10.d (DIAG.608)
100mm WIDE WHITE LINES 4m MARK 2m GAP TO DIAG 1004
200mm WIDE STOP LINE TO DIAG 1001
AHEAD ARROW 4m TO DIAG. 1038
AHEAD ARROW 4m TO DIAG. 1038
RIGHT TURN ARROW 4m TO DIAG. 1038
S04.a (DIAG. 612)
S04.b (DIAG. 954.2)
100mm WIDE WHITE LINES TO DIAG. 1012.1
Except local buses
S10.a (DIAG. 616)
S10.b (DIAG. 954.2)
100mm WIDE WHITE LINES 4m MARK 2m GAP TO DIAG. 1004
S03 (DIAG. 543)
AHEAD ARROW 4m TO DIAG. 1038
AHEAD ARROW 4m TO DIAG. 1038
RIGHT TURN ARROW 4m TO DIAG. 1038
BUS ONLY
250mm WIDE WHITE LINES TO DIAG. 1049
ES01
ES02
ES03
100mm WIDE WHITE LINES 4m MARK 2m GAP TO DIAG. 1004
ZEBRA CROSSING 3m WIDE
BUS ONLY MARKINGS 1.6m TEXT SIZE TO DIAG. 1048.3
200mm WIDE WHITE LINES 1m MARK 1m GAP TO DIAG. 1003.1

KEY PLAN

REV.	BY	CHK'D	APP'D	DATE	DESCRIPTION
C01	HH	JR	JR	20/02/23	ISSUE FOR CONSTRUCTION
P07	LD	LD	MJH	12/08/21	BACKGROUND XREFS UPDATED FOR CLEARER PRESENTATION.
P06	GKC	LD	MJH	16/06/21	LAYOUT UPDATED.
P05	AMG	LD	MJH	21/05/21	UPDATED FOLLOWING KCC ITS TEAM COMMENTS
P04	LD	LD	MJH	28/04/21	ZIG ZAG MARKINGS REMOVED FROM SOUTHBOUND C/WAY
P03	MS	LD	MJH	24/03/21	TRAFFIC SIGNALS UPDATED FOLLOWING KCC COMMENTS
P02	MS	LD	MJH	25/02/21	BW COMMENTS ADDRESSED
P01	MS	LD	MJH	26/11/20	FIRST ISSUE

CODE: A1 — DRAWING STATUS: FOR CONSTRUCTION

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Balfour Beatty

BEAN TUNNEL
TUNNEL AND HIGHWAY DETAILED DESIGN

HIGHWAYS TRAFFIC SIGNS AND ROAD MARKINGS PLAN LAYOUT

SHEET 1 OF 2

DRAWING. No. BRT-TG-XX-ZZ-DR-HI-1201

DRAWN : BPH	DESIGNED : MS	REVISION
SCALE : 1:250	ORIGINAL SIZE : A1	C01